

REMARKS

Claims 1 – 3, 5 – 9, 11 – 15, and 17 – 21 are now pending in the application. By this paper, Claims 1 – 3, 5, 7 – 9, 11 – 15, and 17 – 20 have been amended and Claims 4, 10, and 16 have been cancelled without prejudice or disclaimer of the subject matter contained therein. Support for the amendments can be found throughout the specification as originally filed, and no new matter has been added. The Examiner is respectfully requested to reconsider and withdraw the rejections in view of the amendments and remarks contained herein.

REJECTION UNDER 35 U.S.C. § 102

Claims 1 – 21 stand rejected under 35 U.S.C. § 102(b) as being anticipated by Messinger (U.S. Pat. No. 3,208,234). Claims 1 – 21 stand rejected under 35 U.S.C. § 102(e) as being anticipated by Zywiak (U.S. Pat. No. 6,615,606). Claims 1 – 4, 6 – 10, 12 – 16, and 18 – 21 stand rejected under 35 U.S.C. § 102(b) as being anticipated by Cowell (U.S. Pat. No. 4,966,005). These rejections are respectfully traversed.

Claim 13 recites a “method of managing thermal loads on an aircraft comprising... ventilating a first object in a pressurized volume of the aircraft with the quantity of inside air; exhausting a portion of the inside air from the first object; cooling the portion of the quantity of inside air; and cooling a second object in the pressurized volume solely with the portion of the quantity of inside air.” As such, Claim 13 requires cooling a quantity of air which has been exhausted away from a first heat load, and controlling the temperature of a second object with that quantity of air. Claims 1, 7, and 19 recite a similar limitation.

It is respectfully submitted that such an arrangement is neither disclosed nor suggested by the prior art of record. The Examiner states that Messinger "comprises a liquid coolant... which is used to cool avionics (102 and 106)," and further states that Zywiak discloses "[s]upplemental liquid cooling systems 70 and 90 [which] are used to cool avionics..." Messinger appears to disclose a system which allows for cooling element 102 and then element 106 with the same fluid. Zywiak similarly appears to disclose cooling elements 66 and 68. However, neither Messinger nor Zywiak disclose nor suggest using a fluid to ventilate a first heat load, exhausting a portion of the fluid away from the first heat load, cooling the exhausted portion of the fluid, and then controlling the temperature of a second heat load with the cooled fluid.

The Examiner also states that Cowell discloses a "supplemental liquid cooling system 14 [which cools] avionics or provide[s] supplemental cooling to the air entering the cabin." Cowell appears to disclose cooling both a cabin 16 and an avionics system 18 with the same coolant supply 66. However, Cowell neither discloses nor suggests cooling fluid directly from the cabin, cooling the fluid, and then controlling the temperature of the avionics system exclusively with the cooled fluid.

It is therefore respectfully submitted that neither Messinger, Zywiak, nor Cowell, alone or in combination, disclose or suggest the apparatus or method recited in Claims 1, 7, 13, or 19. As such, Claims 1, 7, 13, and 19 are believed to be in condition for allowance. Reconsideration and withdrawal of the present rejections is therefore respectfully requested.

CONCLUSION

It is believed that all of the stated grounds of rejection have been properly traversed, accommodated, or rendered moot. Applicant therefore respectfully requests that the Examiner reconsider and withdraw all presently outstanding rejections. It is believed that a full and complete response has been made to the outstanding Office Action and the present application is in condition for allowance. Thus, prompt and favorable consideration of this amendment is respectfully requested. If the Examiner believes that personal communication will expedite prosecution of this application, the Examiner is invited to telephone the undersigned at (248) 641-1600.

Respectfully submitted,

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